#### "THAT DEATHLY FEELING"

People Often Speak of Having "Deathly Sensations."

What Are the Actual Sensations of

Are There Really Any Feelings of Pain When Death Comes?

Everybody has heard or used the expression, "that deathly sensation." By it is meant the awful sinking sensation-the feeling of terrible dropping away from us, as it were, of vitatity, as the life principle wanes and ebbs toward death. Death itself is, doubtless, painless, but the awful sinking sensation which precedes death has been described as worse than

Nervous people frequently have this dreadful feeling, and many who have been through the experience, will recognize at once the graphic description of Mrs. B. J. Stockwell, of Waitsfield, Vt., who says:

"I had complete nervous prostration, and was confined to the bed most of the time for two years. It took the form of mania, and I thought I must soon die. It began as nervousness and kept growing worse.

"I was unable to do any work. There were times when, for a week, I did not sleep hardly any. When I got up I was more exhausted than when I went to bed. I had a terrible deathly sensation, worse "My stomach was terribly weak, and my

food distressed me constantly. I was completely prostrated. I paid large sums of money for doctors and treatment but they did me no good. "I employed the best medical advice in

this State and New York, but got no better. Then we saw Dr. Greene's Nervura blood and nerve remedy advertised, and I



MRS. B. J. STOCKWELL.

"I had not used one bottle before I felt better. I continued to steadily improve under its use. I am now a well, healthy woman, able to do my own work. I have good digestion and appetite, sleep well and am always cheerful.

"This is what Dr. Greene's Nervura blood and nerve remedy has done for me. I heartily recommend it to everybody. It is a wonderful medicine."

The whole world is amazed at what is being done by Dr. Greene's Nervura blood and nerve remedy. Nothing like it has ever been known before. It makes the nerves strong as steel, the blood pure and rich, the skin soft and beautiful, and gives to the eyes that brightness and sparkle which indicate perfect health.

There are thousands upon thousands of weak, nervous people, depressed in mind and debilitated in body, particularly at this season of the year, who can be made strong and well by this splendid remedy. It will be found the best spring medicine that one can take, for nothing so quickly and surely gives strength of nerve, invigoration of blood and healthful action of all the organs, as Dr. Greene's Nervura blood and nerve

It is not a patent medicine, but the prescription of the most successful living specialist in curing nervous and chronic diseases, Dr. Greene, of 35 West Fourteenth street, New York city. He has the largest practice in the world, and this grand medial discovery is the result of his vast experience. The great reputation of Dr. Greene is a guarantee that his medicine will cure, and the fact that he can be consulted by anyone, at any time, free of charge, personally or by letter, gives absolute assurance of the beneficial action of this wonderful medicine

STREET POLE ADVERTISEMENTS. Policemen Will Be Held Responsible for Their Appearance.

The ordinance prohibiting the posting of advertisements on telegraph and telephone poles has been so often violated that Superintendent Powell has issued an order to his men that each one will be responsible for any such violations which occur in his dis-trict. The superintendent says the advertise-ments are, for the most part, posted at

Robert L. Smith a Candidate.

Robert E. Smith is announced as a candidate for police judge on the Republican ticket. Mr. Smith has been practicing law in this city since early in the seventies, There is a story being told on him now. which is alleged to have taken place a few days ago. Mr. Smitn was called in a case pending in one of the justice courts. The opposing counsel was a young law stident, who had been sent to attend the case by the firm with which he is studying. The young man has not been in the city very long and did not know Mr. Smith. A question arose during the trial which the young man attempted to explain. Mr. Smith said he did not see the matter in the light of the opposing counsel, whereupon the young

lar yer replied:

'a am very sorry, sir, but I have expained the matter as clearly as possible. If you were a lawyer I know you would see it as I do, but it is a knotty question to a man not acquainted with law."

"Lawyer, lawyer," shouted Mr. Smith. springing to his seet, "if I were a lawyer you would explain it to me? My young boy friend, if I were not a lawyer I would whip you in the same manner as I would whip you in the same manner as I would my own son. Lawyer, eh? Why, you up-start, I was practicing law when you were being carried about in long dresses."

The young man apologized and explained that he thought Mr. Smith was an ordinary citizen, who had volunteered to aid in the

It will pay you to take Hood's Sarsaparilla. With pure blood you need not fear the grip, pneumonia, diphtheria or fevers. Hood's Sarsaparilla will make you strong and healthy.

Hood's Pills are purely vegetable, carefully prepared from the best ingredients.



#### ANOTHER RATE ROW

WESTERN RAILWAY AGREEMENT IN A VERY SHARY CONDITION.

Tempest Over the Atchison's Cheap Excursion-Annual Report of the C., B. & Q .- Greedy Chiengo Merchants.

The Western lines are now in the midst of another teapot tempest which will probably result in their hastening work on the task of getting their passenger association into working order. Some days ago the Atchison road announced that it would run on April 9 one cheap excursion from central Kansas points on its line only to points in the irrigation canal region in Colorado. The rate was put at one fare for the round trip, and as the rate was to be in effect for one day and one train only, and between points on its own line, no idea was entertained by the Atchison people of cutting rates. Its competitors, however, figured that the one-fare rate might be used ured that the one-fare rate might be used for the cutting of rates between points in eastern Kansas and Colorado common points by adding the local rate at both ends. The Union Pacific promptly announced its intention of making the same rate from Omaha to Colorado common points. Its action virtually made the round-trip rate from Omaha to Denver \$16.20, with a ten-day stop over in Denver. Chairman Caldwell ruled against the Union Pacific, on the ground that under the new association agreement one line cannot take individual action, but that all lines in interest must agree before the Union Pacific could legitimately reduce the Omaha-Denver round-trip rate. The Union Pacific replied that it could not withdraw the rates, that the agreement of the Western lines is, in its present condition, practically no agreement at alland that it would be compelled to disregard the chairman's ruling and make such rates as it deemed necessary for the proper protection of its interests. Both the Burlington and Rock Island have announced their intention of meeting the Union Pacific rate, and the latter road has given Chairman Caldwell practically the same notice as that given by the Union Pacific, that it will ignore the agreement of the Western lines whenever its interests so demand. The agreement, as it stands, the Rock Island declares, is not of sufficient strength to bind its competitors, and it will not be bound any more than the others. The Atchison, in reporting to Chairman Caldwell its action in making the excursion rate, declared that it had no intention of cutting rates, but the chairman ruled that it was substantially a reduced rate, because, added to both ends, it could be made a cut rate between the Missouri river and Denver. The Atchison replied, upholding its position, and the whole thing promises to become a first-class little muddle. for the cutting of rates between points in

Hoggish Chicago Merchants. For the last three years the merchants of Chicago have been hounding the roads to reduce their rates so that Chicago merchants could meet the competition of other business centers through the help the railroads would give them in rates, and now the merchants claim to have won their case and propose to get up a great celebration. They have appointed a committee to arrange for the event. In speaking of the claimed victory the Chicago Times-Herald says: "In many resepcts this is the most important fight ever won by the Chicago freight bureau. Under the present low basis of rates from the east and the divibasis of rates from the east and the divisions given by Illinois lines it is possible in many cases to ship from Cincinnati via Cheago to points in the middle of the State at lower rates than from Chicago to the same point. In general, rates from Cincinnati, Indianapolis, Toledo, Detroit, etc., are from 10 to 30 per cent, lower to Illinois points than corresponding rates from Chicago, although the mileage from Chicago is from 10 to 60 per cent, less. This basis of rates has taken millions of dollars' worth of trade away from Chicago, there being of rates has taken millions of dollars' worth of trade away from Chicago, there being such a difference in rates that in many cases it amounted to more than the profit on the goods it shipped from Chicago. All this will be changed when the commissioners' new rates are put in force. Chicago will then have rates which will give it the full benefit of its geographical position. When the good news was received President Elliott Durand called a special meeting of the executive committee, and it was ing of the executive committee, and it was determined to hold a fitting celebration of the commissioners' report when it was made public."

C., B. & Q.'s Annual Report. The report of the Chicago, Burlington & Quincy railroad for the year ending Dec. 31, 1894, shows gross earnings, \$24,667,132, a decrease of \$6,375,838; operating expenses, \$16,284,065 a decrease of \$4,940,438; net earnings, \$8,383,067, a decrease of \$1,435,400; other ings, \$8,383,067, a decrease of \$1,455,400; other income, \$1,938,852, an increase of \$167,750; total net income, \$10,321,918, a decrease of \$1,267.640. Charges, \$7,530,785, a decrease of \$31,267.640. Charges, \$7,530,785, a decrease of \$35,475; balances, \$2,791,132, a decrease of \$1,184,165; dividends, \$3,895,128, a decrease of \$1,184,165; deficit, \$1,103,996, against a surplus of \$15,-044 in 1803. The railroads controlled by the Burlington company and not included in the report consist of 1,055 miles of standard gause and 169 miles of narrow gauge owned. gauge and 169 miles of narrow gauge owned, and 87 miles of narrow gauge leased, which show for the year: Gross earnings, \$6,847,-746; operating expenses and charges, \$5,905,-421; total net income, \$1,020,871; surplus over dividends, \$42,279.

dividends, \$42,279.

In his report to the stockholders, President Perkins says: "For three years past, in reducing expenses, repairs on rolling stock and buildings have not been fully kept up, and it is estimated that about \$1,000,000 ought to be expended to put them in good shape. This will be done gradually, when business improves. Cars and engines needed for service are, of course, kept in order and track and bridges have been well maintained. The net increase in the funded debt during the year 1894 was \$2,978,500, bringing the total funded debt up to \$125,540,000. On Dec. 31, 1894, the total of the stock and bonds outstanding was \$207,544,600.

The number of employes at the end of The number of employes at the end of 1894 was 21,115, a decrease of 7,630 since the end of 1892.

The C. & A. Takes Radical Action. Nothing has occurred of late in freight circles attracting more attention than the radical action taken by the Chicago & Alton in announcing that on April 15 it would abolish all prorating with Eastern roads except at stations on its own lines between

except at stations on its own lines between Joliet and St. Louis. The notice, which is issued by General Freight Agent Courtwright, reads as follows:

"To All Eastern Lines and Connections:

"Taking effect April 15, 1895, this company will not join or participate in any through rates from Central Traffic Association and Trunk Line territory, or any Eastern or seaboard point to stations on this line in Illinois south of Joliet, except to East St. Louis and strictly intermediate stations (the latter only on basis of East St. Louis aates and divisions), with Chicago to East St. Louis rates as a minimum basis for through rates; and to East Louisiana on transmississippi river business. All tariffs applicable via this line should at once be modified accordingly."

This is an independent move on the part of the C. & A., and is the beginning of the end of through billing between Eastern and Western lines has been more or less agitated for some years, but never has any road made a move in that direction until the Chicago & Alton took the matter up.

The P., C., C. & St. L. Annual Report. Eastern financial papers are speaking favorably of the Pittsburg, Cincinnati, Chicago & St. Louis annual report. They admit that the showing was an excellent one, and President Roberts's remarks in the report are favorably commented on. "The total earnings were \$14,247,855, a decrease of \$1,562,952; expenses \$10,785,519 \$1,562,952; expenses, \$10,765,519, a decrease of \$1,269,111. The net carnings were \$3,482,335. The surplus on all of the lines for 1894 is \$635,491, and the balance to the credit of the profit and loss account is \$428,537, against \$739,723 in 1893. The profit and loss account had to be drawn upon to pay the dividend of 2 per cent. on the preferred stock. President Roberts says that the earnings of the road were affected by the strikes in the bituminous coal regions and by the Chicago riots. No more causeless strife, he adds, 'was ever inaugurated than that directed against the railways of the that directed against the rallways of the country, with the view of enforcing, through the blockade of their traffic and the destruction of their property, the settlement of a dispute between a manufacturing company and its employes."

Railway Officers Arrested. T. Robinson, treasurer, and E. P. Bates, general freight agent of the Allegheny Valley railroad, were arrested at Pittsburg, yesterday, on orders from the Interstate-commerce Commission, on a charge of granting a 15 per cent, rebate between Clarion, Pa., and Buffalo, to J. L. Henry, a coal operator at Reimensburg, Clarion county. The railroad officials gave ball and waived a hearing for court.

East-Bound Shipments. East-bound shipments from Chicago were 60,614 tons. against 60,553 for the week previous

and 91,975 for the corresponding week of last year. The roads carrying tonnage were as follows: Michigan Central, 9,665; Wabash, 6,818; Lake Shore, 6,200; Fort Wayne, 6,068; Panhandle, 4,273; Baltimore & Ohio, 2,029; Grand Trunk, 9,155; Nickel-plate, 3,-875; Erie 10,990; Big Four, 1,541. The tonnage was made up of the following articles: Flour, 3,506 tons; grain and mili stuffs, 28,645; provisions, lard, etc., 10,817; dressed beef, 7,031; butter, 1,348; hides, 900; lumber, 6,742; miscellaneous 1,525.

A. W. Dickinson Seriously III. Mr. A. W. Dickinson, late general manager of the Missouri Pacific, is lying in a critical condition, with heart trouble, at his home in Seymour, Ind.

Personal, Local and General Notes. George Diefenbach, general agent of the Big Four at Dayton, is in the city on offi-

The Indianapolis, Decatur & Western earned in March \$36,700, an increase over March, 1894, of \$9,746. On Sunday the Chesapeake & Ohlo com-menced using its new double track between Ashland, Ky., and Huntington, W. Va. The Big Four is erecting at Fairmount an interlocking switch and signal at its crossing of the Chicago, Indiana & Eastern. In the week ending April 6 there were transferred over the Belt road 14,011 cars. Last week Belt road engines handled 700 cars of live stock.

W. L. Truitt yesterday took hold as the Northwestern passenger agent of the Big Four and the Chesapeake & Ohio, with headquarters in Chicago.

Calvin Skinner, formerly traveling en-gineer on the Chicago & Erie, is now master mechanic of the Queen & Crescent shops at Birmingham, Ala. A. E. Stillwell, vice president of the Kansas City, Pittsburg & Gulf, was in the city yesterday, going East on his special car over the Pennsylvania lines.

W. E. Sharp yesterday went to Chicago to take general charge of the locomotive and car departments of the Chicago & Erie at the Chicago terminal.

The directors of the Terre Haute, Olney & Chester will hold a meeting to-day in Terre Haute to take some definite action looking to the construction of the road. The Louisville, New Albany & Chicago earned in March, \$244,531, an increase over March, 1894, of \$18,439. The Chicago & Eastern Illinois earned \$288,507, an increase this year of \$6,287.

The schedules show that between Pitts burg and Walls, on the Pennsylvania road, 162 passenger trains are handled dally, and at Walls over one hundred freight trains are received or forwarded dally. Volney D. Noland, for the last five years passenger conductor on the Panhandle, Indianapolis division, was yesterday ap-pointed general yardmaster for the com-pany at Richmond, Ind.

R. F. Kelley left on Sunday for Buffalo to look after the interests of the Wabash in that territory. This will force the Big Four to put a man there. L. S. Mc-Clellan succeeds Mr. Kelley at Louisville,

J. R. Cavanaugh, superintendent of car service of the Big Four, left last night, accompanied by his wife, for Marshall-town, Ia., being called there by the prob-able fatal illness of Mrs. Cavanaugh's

The fine Class P engine 1636, sent West a few weeks ago, and which was three weeks ago in the wreck on the Vandalia in the Terre Haute yards, came out of the shops yesterday repaired, and brought over Train 20 on time. Thomas A. Garrigan, who left the Balti-

more & Ohio Southwestern, April 1, on the 15th will become traveling passenger agent of the Big Four and Chesapeake & taking the place vacated by Clint The earnings of the Atchison system, all ines, were for the fourth week in March \$1,005,676, an increase of \$19,881; for month to date. \$2,336,376, an increase of \$54,-323. All the earnings given are approxi-

mated gross earnings. It is stated that Chairman Finley has secured the promise of the Queen & Crescent to come into the new Southern Passenger Association, and that this removes all excuse for the Louisville & Nashville not coming into the organization.

A number of engineers and master mechanics of Indianapolis lines left for St. Louis yesterday to attend the annual meeting of the Railway Air-brake Association, which convenes in that city to-day, and will be in session until Friday.

C. H. Forguson, the oldest engineer on the Indianapolis, Decatur & Western, who has been confined to the house for five weeks, the result of a surgical operation, is beginning to improve, but it will be some time before he will be able to resume work.

N. K. Elliott, general superintendent of the Vandalia lines, is in the city. Mr. El-liott states that there will be considerable work done on the roadbed of the main line this year in laying new steel and cross-ties; so far as ballast is concerned, it is The Cincinnati, Hamilton & Dayton in March handled at Indianapolis 3,193 loaded cars; of this number 1,829 were received and 1,359 forwarded. This was an increase

in number of cars brought in over March, 1894, of 155, while in the number for-warded there was a decrease of 103 loaded A call has been issued by A. W. Post for the seventh annual convention of railroad commissioners to be held in Washington, May 14. The railroad commissioners in all States of the Union are asked to attend, and the Association of American Railroad Accounting Officers is also invited

Orders have been given for the building at the Pennsylvania Company's shops at Columbus of a new engine for the Madison Hill to replace the old one. In its construction some new features will be introduced which will greatly simplify its build and at the same time increase its adaptability to the service on the hill. On Saturday last Garstang engine 196, on the Big Four, hauled the Knickerbocker express from Terre Haute to Indianapolis, five cars, in eighty-seven minutes, distance, seventy-three miles. The same train, with sleeping cars added at Indianapolis, was hauled from Indianapolis to Galion at an average speed of forty-two miles an hour.

The Toledo, St. Louis & Kansas City earned in February, gross, \$111,261, against \$87,923.56 in February, 1894, an increase this year of \$23,337.44. The net earnings were \$27,772.20, against \$6.516.55 in February, 1894, an increase this year of \$25.65. This increase in net earnings the first month Mr. Peirce was receiver of the road is certainly creditable.

The executive committee of the Indiana Car Service Association were in session a couple of hours yesterday, approving bills and the refunding of money where car service had been collected when the fault was with the road. Matters now between the roads and shippers are moving very pleasantly, the shippers having learned that it was for their interests as well as those of the roads to load and unload cars promptly.

The Vandalia passenger department is pleased with the business the road has been doing out of Indianapolis the last three months. The official report shows that the receipts from sales of tickets at the Union Station and the two outside ticket offices in the city for the quarter ending March 31 exceeded those of the corresponding three months of 1894 by \$14,185.45. in months as follows: January, \$4,869.50 in February, \$5,175; in March, \$4,140.95.

in February, \$5,175; in March. \$4,140.95.

A comparative statement of the motive power department of the big Four road for the years ending Dec. 31, 1893 and 1894, shows a saving in favor of the latter year as follows: Pay rolls, \$67,604.92, or 5 per cent.: material purchased, \$39,974.66, or 15 per cent.; oil and waste purchased, \$25,507.88, or 25 per cent.; coal purchased, \$123,912.65, or 13 per cent. These results have been obtained with an increased freight car mileage of 2 per cent., which speaks well for the organization of this department.

Officials of the transportation department

Officials of the transportation department are already at work preparing their summer time tables, which will go into effect in early May. It is customary to do some shortening up of time, but the past winter the fast trains have been shortening their time and are now at about the high speed that it can easily take off another hour between Indianapolis and New York, and may do so. Very few people are aware of the vast amount of work and worry these semi-annual changes of time schedules

work is to be pushed on the Chicago, Indiana & Eastern. Officers of the road say they have the money in hand. John B. Witty, for years roadmaster of the Union tracks and Belt road, left yesterday to look after the work, and D. F. Whitcomb will be here in a few days to take general charge of the building and equipping the road. The work is being pushed between Fairmount and Converse. Yesterday over one hundred men were at work grading and laying track. The distance between these points is forty-two miles, and the work is well advanced.

Work on the new passenger equipment of

the work is well advanced.

Work on the new passenger equipment of the Pennsylvania Company, which is to be used on the Southwestern system, will commence in a few days, and the officials say the coaches will be models for the entire country. It is the intention to make them combine comfort and elegance and they will be of the most substantial build. All will be vestibuled and run in the through service between Pittsburg and St. Louis on Trains 20, 21, 2 and 5. The elegant equipment the Big Four has placed in service of late is forcing all its competitors to do likewise and before the season is over at no railroad center will there be handsomer trains handled than at Indianapolis.

#### GRAVE THINGS HINTED

QUESTIONS PUT TO MICHAEL H. SPADES BY EX-JUDGE COX.

Inquiries Made as to the Life of the Defendant in the Patton

The cross-examination of Michael H. Spades, the defendant in the action brought by Grace Frances Patton, was concluded yesterday afternoon. The plaintiff's witnesses in rebuttal succeeded Mr. Spades on the stand. Ex-Judge Cox in conducting the cross-examination of the defendant was pitiless in his prosecution. The most pertinent queries were put, each containing a direct charge of some immoral act. In each instance the charges were denied The earlier history of the defendant when he was employed as a dry-goods clerk on a modest salary was gone over by the plaintiff's counsel. Spades was asked if. when a young man in the employ of the firm known as Robinson & East, he was not arrested in a disorderly house. He was permitted to explain the incident. He had been the victim, he said, of unfortunate circumstances. One evening late, as the house of Robinson & East was about closing for the night, two women entered the store and made purchases aggregating a considerable amount. The defendant waited on the women and after they had concluded their buying they asked that the goods be sent to their home. Spades and a fellow-clerk agreed to deliver the goods and did so. They carried the articles to the home of the purchasers without knowing its character and while there the police raided the place. The witness declared that he was not taken to jail, and his attorneys called Mr. Robbinson, of the old firm of Robinson & East, to corroborate his assertion. Mr. Robinson reroborate his assertion. Mr. Robinson recalled the circumstances, but was not permitted to testify further.

Attorney Cox examined the defendant
closely concerning a number of alleged
acts of immorality. Judge Harvey permitted the testimony for the purpose of
showing the character of the man.

"You say that you were in the dry goods
business ten years ago, Mr. Spades," continued the attorney. "Do you remember
about that time of having made an improper proposal to a young lady in your
employ?"

proper proposal to a young lady in your employ?"

"No, sir."

"Did you not wrong a young girl some years ago and send her away from this city?"

"No, sir. No, sir; emphatically no."

"Do you remember the death of a young girl in your employ several years ago, whose funeral expenses you paid?"

"Yes, sir, I remember that."

"Do you recall this circumstance? On an occasion when your family was away from the city you wrote a note to a young lady asking her to take a buggy ride with you and telling her to meet you at the corner of New York street and Military Park on Sunday afternoon?"

"I think not. I have no recollection of it."

"Let me refresh your memory again,

"Let me refresh your memory again, Mr. Spades. Do you recall a scene in which you took a girl in your employ into a room and locked the door? She said she would scream it you did not unlock the door and you said to her: 'Why Lizzie, why do you act this way? Don't you know that you can get anything you want?

"No, sir-"

"And didn't she tell you that she was a respectable girl and could work for a living and at the end of the week left your employ? Do you remember when she quit?"

"I do not."

"Do you remember the case of a girl employed in a South Illinois-street house whom you persecuted so persistently that she was compelled to leave the city?"

"No, sir."
"Have you been in the habit of having young ladies at your place to practice music with you?"
"I have had some ladies there."
"Do you remember about a year ago that you tried to get an accomplished lady, the daughter of a widow, to come to practice music with you. You wanted her so badly that you sent her complimentary tickets to entertainments and her mother inquired about your character and promptly stopped all relations between you and her daughter?"

daughter?"
"No, sir, I don't remember that." "Is there a woman occupying Room '63' in the Windsor block?"

"Is there a woman occupying Room '63' in the Windsor block?"

"Yes, there is."

"See if you recall this incident. The occupant of the room came to you and complained that some one had posted a notice announcing that Room '63' would have to be vacated and also complained that this notice contained an indecent epigram. She also made complaint that some one had put an aluminum medal under her door with an indecent design upon it, and you made the charge that she had done all this herself. Is that true?"

"No, I made no such charge."

"Til ask you if you did not tell your friends that you had employed a detective and he had found out that the occupant of the room was the guilty one."

"No, I said I employed a detective to find out who posted the notice."

"Do you remember when you were in business for yourself of thrashing a man named Frost because he tried to collect a bill from you."

"I don't remember that circumstance, but I recall the fact that I thrashed a lawyer once."

The defense, it is said, claim they will

The defense, it is said, claim they will introduce some startling evidence in rebuttal, on the line of the cross-examination.

An Unusual Damage Claim. Mary Ballard, administratrix, yesterday began an action against the Citizens' Street-railroad Company to recover damages for the death of John Ballard. The latter died in March, 1894, from injuries received two months before. While driving over the street-car track on West Washington street his vehicle was overturned and he was thrown out. The complaint for damages alleges that the defendant's track was coveral inches higher than the track was several inches higher than the street, and was so constructed as to make travel across it very dangerous. Judgment is asked for \$10,000.

The Commissioner Made a Cut. Recently John W. Vanseyock filed a report with Probate Commissioner O'Bryan. showing a final settlement of the estate of William Bradley. As the administrator, Vanscyock asked for an allowance of \$250 for services. An objection was made to the amount by some of the Bradley heirs, and yesterday the court cut down the allowance to \$25. Claypool & Claypool, the attorneys who assisted in settling up the estate, presented a claypool, which amount was cut down to \$75.

Ten Were for the Plaintiff. After deliberating for sixty-four hours the jury in the Moorhouse will case was dismissed, yesterday, by Judge Brown, of the Circuit Court. The suit was to break the will left by the late Sarah Moorhouse. The jury went out Friday evening and remained in seclusion until yesterday morning. At the end of the long sitting ten jurors were for the plaintiff and two for the defend-

Fifty-Five Corontal Witnesses. The County Commissioners yesterday allowed fees to fifty-five witnesses called by the coroner during the month of March. The amounts allowed to each witness ranged from 75 cents to \$1. Dr. Crose was allowed \$25 for performing an autopsy on the body of Richard Taylor.

George Poland was yesterday appointed guardian of Fred. Charles, John and Frank Poland. Bond, \$400.

George W. Harper was appointed administrator of the estate of Lewis and Louisa Brown. Bond, \$100.

Probate Matters.

Grand Jury Adjourns. The Marion county grand jury will adjourn to-day until the first of next month. The investigation of the Statehouse riots will be continued until the May session.

THE COURT RECORD. Circuit Court. Edgar A. Brown, Judge.

L. H. Allen vs. the Indiana Manufactur-ing Company; suit on contract. Tried by court. Taken under advisement. New Suits Filed.

Charles B. Rockwood vs. Annie Moore et al.; suit to foreclose mechanic'e lien. Superior Court, Room. 1.

Jane Clingan vs. Adrian W. Clingan; suit for divorce. Superior Court. Room 3.

Hattie Thatcher vs. Wallace Thatcher; suit for divorce, Superior Court, Room 3.

Henry Thomas Baugh vs. Melissa T. Baugh; suit for divorce. Superior Court, Room 1.

Jacob R. Williams vs. John C. Parr; suit in repleyin. Superior Court. Room 2.

in replevin. Superior Court Room 2.
Lizzie Brumfield vs. James Brumfield; sult for divorce. Superior Court, Room 3.
Mary Ballard vs. Citizens' Street-railroad



Consumers of chewing tobacco who are willing to pay a little more than the price charged for the ordinary trade tobaccos. will find this brand superior to all others BEWARE OF IMITATIONS.

Company; suit for damages. Superior Court, Room 2.

John C. Gibney vs. L. J. Carter; suit on account. Superior Court.

Pensions for Veterans. The applications of the following named Indianians have been granted: Original—Charles H. Holtz, Butler, De Kalb; Robert Curren, Kokomo, Howard. Additional—Charles Peach, Wanatah, La-Porte; Daniel F. Woodhurst, Richmond, Wayne; William Lentzen, Indianapolis, Marion.
Restoration and Additional—Thomas Madden, deceased, Richmond, Wayne.
Renewal and Increase—Charles F. Stevens, Corydon, Harrison.
Increase—David Fisher, Columbus, Bartholomew; William H. Little, Veedersburg, Fountain: Richard Mills, Saltilloville, Washington; George W. Buffington, Rising Sun, Ohio; Henry Powell, Terre Haute, Vigo; Joseph E. Lewis, Lanesville, Harrison.

Reissue—Jesse Ault, Leisure, Madison:
John Anderson, Chariotteville, Hancock;
Aaron Swearenger, Plymcuth, Marshall;
Joseph Younce, Muncie, Delaware; James
C. McCracken, West Baden, Orange; Stephen B. Fox, Burnett, Vigo; Jacob Bonnett, Indianapolis, Marion.
Original Widows, etc.—Lcuisa Littell, Eminence, Morgan. The Local Political Drift. A number of the local Democratic statesnen have started a movement in behalf of

Will E. English's nomination for the mayoralty. The boom for Sterling R. Holt is still on. George Knox has announced himself as a candidate for councilman at large on the Republican ticket. License Inspector Balcom Resigns. Otis Balcom, license inspector for the police force, has handed in his resignation, to take effect April 10. He will accept a position with T. B. Laycock & Co. as traveling

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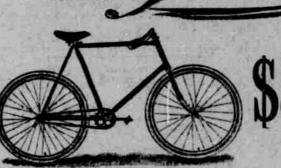
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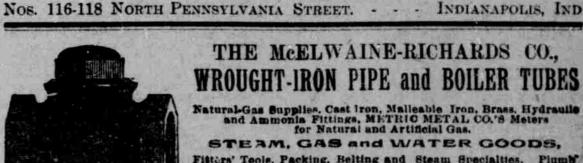
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